

# **Task Force on Kai Tak Harbourfront Development**

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For discussion  
on 7 Dec 2020

TFKT/09/2020

## **New Acute Hospital at Kai Tak Development Area**

### **PURPOSE**

This paper seeks Members' views on the updated overall design of the New Acute Hospital (NAH) at Kai Tak Development Area (KTDA).

### **BACKGROUND**

2. The NAH will be established as an acute hospital delivering a comprehensive range of secondary and tertiary hospital services, with modern service models, advanced technology and facilities. NAH will be a designated trauma centre providing Accident and Emergency (A&E), in-patient, out-patient, ambulatory and rehabilitation services. To meet the future medical needs, a neuroscience centre will also be set up under the NAH providing tertiary and quaternary services to KCC and the neighbouring clusters. Services provided by the NAH, including radiotherapy and laboratory services, will be complementary to that of the adjacent Hong Kong Children's Hospital (HKCH). Upon completion of the NAH, most of the services of Queen Elizabeth Hospital will be relocated to the new hospital at KTDA.

3. The NAH comprises three works packages. The first package is the preparatory works; the second package is the foundation, excavation and lateral support, and the basement excavation works; and the third package is the main building works. Funding approval from the Finance Committee of the Legislative Council (LegCo) was obtained for the preparatory works in July 2017 and the works have commenced in September 2017. Funding approval for the second package works was obtained in May 2018 and the construction started on site in September 2018. Subject to funding approval, HA planned to commence the third package works by 4Q 2021 for overall completion of the project in 2025.

4. In May 2018, we briefed the Task Force on Kai Tak Harbourfront Development (the Task Force) on the preliminary design concept of the project. Members had provided invaluable views to the project and had no objection to the proposal.

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## Site Context

5. NAH is located at the South Apron of Kai Tak Development. There are two sites for hospital development, namely Site 3C1(A) and Site 3C1(B) (hereinafter described as “Site A” and “Site B” respectively). To enhance the buildability of Site A and its connectivity with Site B, an area of approximately 9,600 m<sup>2</sup> at the north-west side of Site A (hereinafter described as “Site A Extension”) has been identified and included as an extended part of Site A for the NAH. Site A and Site B are zoned as “GI/C” on the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/6. The proposed “Hospital” Use and its ancillary facilities are always permitted.

6. The site area of Site A including Site A Extension at the northwest is approximately 31,900 m<sup>2</sup> while Site B is approximately 21,700 m<sup>2</sup>. The two sites have a total area of approximately 53,600 m<sup>2</sup>. There is also an area of approximately 7,210 m<sup>2</sup> for the waterfront promenade abutting Site B which will be handed over to the Leisure and Cultural Services Department for management and operation upon completion of the project.

7. Site A abuts Cheung Yip Street and Shing Cheong Road while Site A Extension abuts the planned depressed road for Tunnel T2 and covers Slip Road S5 of the Central Kowloon Route. Site B abuts the planned Road L10, Road L18 and Road D4. There will be footbridge each at Site A and at Site B connecting the Kowloon Bay District by CEDD.

8. NAH project is interfacing with many infrastructural projects in its surrounding, infrastructure projects including the Kai Tak Development – Stage 3 Infrastructure Works, construction of Road L10 and L18, Trunk Road T2 and Slip Road S5. Coordination amongst CEDD, HyD, EMSD, etc., for interfacing issues have been arranged and they will be continued in order to ensure smooth and seamless integration and implementation of different projects in the vicinity of NAH Sites.

9. Site plan showing the pedestrian and vehicular access routes is attached at **Enclosure 1**.

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## URBAN DESIGN FRAMEWORK

10. The design of NAH consists of five separate podium-free building blocks, namely Block A, Block B, Block C, Block D and Block E. Block A is the main acute hospital block, Block B is the administration block, Block C is the education block, while Block D is the oncology block and Block E is the specialist outpatient clinic (SOPC) block. The disposition of the 5 blocks has been carefully planned to meet the functional and operational requirements of the hospital which has balanced between the medical planning criteria and urban design parameters. It has also taken into account of the urban design framework of the area and with due respect to the site context in particular the visual and breeze corridors across HKCH, Road D4 and the harbourfront. The urban design of NAH creates opportunities to enhance permeability between the Kowloon Bay Business Area and the harbourfront by separation of development at Site A into 3 blocks and at Site B into 2 blocks. We have deliberately allowed further setback the building line of Blocks D and E at Site B from the waterfront promenade to enhance the air ventilation as well as spatial quality so as to create a better environment for public enjoyment.

11. The design of NAH complies with the following major development parameters:

- (a) Podium-free design;
- (b) Building height not exceeding 100mPD and 60mPD for Site A and Site B respectively;
- (c) Site coverage of about 65% and plot ratio of about 9.2;
- (d) Building permeability and separation requirement as stipulated in PNAP APP-152;
- (e) Site greenery coverage (overall not less than 30%; at-grade not less than 20%; roof area not less than 20%; waterfront promenade not less than 40%); and
- (f) Kai Tak Urban Design Guidelines.

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12. The acute, oncology and SOPC blocks have to cater the standardized modular concept for inpatient ward and clinic medical planning respectively with break-down massing to introduce daylighting to public areas. All block massing is further broken down to soften the edges, break down the scale, reduce the extent of glazing, adjust the proportion between solid and glazing as well as establish the relationship to HKCH.

13. The “Flow” of lines and shapes to celebrate movement in nature is introduced as the main design concept for NAH to create a visual link to tie the five blocks together as one campus. The “Flow” is expressed through the façade, interior, landscape and wayfinding design to create a coherent, contemporary and healing environment for NAH complex. The colour theme for each block is proposed to establish campus identity and facilitate effortless orientation and flow of pedestrians.

## **ARCHITECTURAL DESIGN CONCEPT**

14. The following architectural and landscape features integrate and connect the spatial experience seamlessly and enhance the connectivity between the Kowloon Bay Business Area and the waterfront promenade:

- (a) The building envelope of NAH is developed to complement the adjacent surrounding context. The façade design is responsive to the nature of Harbourfront with the façade elements applied throughout all blocks and interconnecting link bridges to be tied by “Flow”;
- (b) The landscape deck and link bridges above Site A drop-off area form a gateway for the main acute hospital block entrance to enhance sense of arrival for pedestrians;
- (c) The Site A drop-off area integrates with the landscape provisions to soften the environment. Apart from landscape decks and link bridges above, there is a

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canopy at the drop-off area and the pedestrian path to reinforce pedestrian accessibility;

- (d) Seating facilities and resting places are present along the covered pedestrian path to provide a barrier-free and welcoming environment for pedestrians;
- (e) Covered walkway is introduced along the landscape decks and link bridges at 1/F with public access to facilitate the connectivity between the Kowloon Bay Business Area and the waterfront promenade. The landscape deck at 1/F is featured with appropriate greenery;
- (f) Lifts and staircases at strategic locations enhance the connectivity between the landscape deck and the link bridges at 1/F onto G/F;
- (g) The link bridges above the landscape garden between the oncology block and the SOPC block form a gateway for Site B entrance to enhance sense of arrival for pedestrians while the landscaped garden at the main entrance forms a visual corridor for permeability of the harbour view and serves as a pedestrian connection to the waterfront promenade. In addition, the space created between these blocks together with the façade design facing the waterfront promenade enhances the spatial and visual quality of the promenade walk with better appreciation of the journey;
- (h) The landscape and waterfront promenade design concept is derived from the façade concept, in which the “Flow” expression transformed via floating to “Skipping Stones” to integrate NAH Site B and waterfront promenade seamlessly and to be responsive to the nature of waterfront promenade;
- (i) The design of the waterfront promenade is coherent with that in front of HKCH to provide opportunity for a

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variety of activities along the waterfront promenade and enrich the public enjoyment of the harbourfront;

- (j) Different nodal points are introduced along the waterfront promenade for spatial zoning to enhance arrival experience and social interaction: leisure node; interact node, art node and energy node. The greenery along the waterfront promenade is at 40% of site area for creating a rejuvenating and cheerful environment in the urban context. Optimum amount of seating, drinking fountains, pavilions, hand wash basin and vending machines will be provided for enhancing public enjoyment. The waterfront promenade masterplan is attached as **Enclosure 4**; and
- (k) The design of some public interface components e.g. external way-finding signage, landscape furniture etc., will make reference and adopt the principles and metaphors established under the Kai Tak Public Creatives.

### CONNECTIVITY WITH SURROUNDING AREAS

15. NAH is well connected to other districts via the public transport and vehicular network. Within the NAH sites, there are public transport stops planned in the current design for public buses and mini-buses. Currently, there are public bus and mini-bus stops in service along Cheung Yip Street and Shing Cheong Road outside the NAH site boundary. In addition, the NAH site is connected by existing vehicular network from Kwun Tong, Lam Tin & Tseung Kwan O, Wong Tai Sin, and in future from Yau Ma Tei via Central Kowloon Route, and from Kowloon City via Shing Kai Road and D3 Road.

16. There are two vehicular ingress and egress points along the northbound traffic of Cheung Yip Street for ambulances and public vehicles arriving at A&E department as well as for services delivery. A restricted ingress access for ambulance only is proposed for westbound traffic from Wang Chiu Road. A vehicular ingress and egress point for public vehicles is proposed along eastbound traffic of Shing Cheong Road for arriving the main acute hospital block.

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There are two vehicular ingress and egress points along the westbound traffic of Road L10 and one vehicular ingress and egress point at the north-west boundary of the site leading to the roundabout at the end of Road L18.

17. Covered pedestrian walkway within the site boundary of Site A and Site B have been planned at G/F level connecting the main entrances of each building.

18. Pedestrian can access NAH via the link bridge FB05 from Kowloon Bay Business Area, and also via another public footbridge FB02 which is under planning by CEDD connecting Site B of NAH and onto the waterfront promenade. All these aim to enhance the connectivity of NAH with surrounding areas and as well as the accessibility to the waterfront promenade.

19. The building disposition, connectivity network and the perspective views of NAH are included in **Enclosure 2, 3, 5 & 6** respectively.

20. For Site A at grade interfacing, a variety of features have been designed to optimize the connectivity at pedestrian level and the public realm of the surrounding environment whilst addressing the future hospital's operational requirements:

- (a) A main entrance plaza will be provided at ground level of Block A connecting with the existing footpath network to the north of Site A as an integrated pedestrian walkway.
- (b) Along the south boundary of Site A, there will be accessible route with canopy and seating provisions along the route from public transport links to Block A main lobby and the lobby of A&E department.

21. For Site B at grade interfacing, the design of NAH adopts a variety of features to enhance connectivity from the public transport links to Site B and onto the waterfront promenade:

- (a) The ground level main lobbies of both Block D and Block E at Site B has been designed with maximized visual and physical connections between pavements at

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Road L10 and the future waterfront promenade to the south;

- (b) The landscaped garden at ground level between Block D and E will be integrated with the main drop-off area of these blocks to enhance connectivity to future waterfront promenade;
- (c) Amenity facilities (e.g. cafeteria, main waiting area and reception, etc) will be located at suitable frontages of the two towers at Site B to added vibrancy to the pedestrian zone.

22. To summarize, we consider that the proposal aligns with the **Harbour Planning Principles** in the following aspects -

(a) **Sustainable Development** – Urban Design

The urban design of NAH complies with the statutory sustainable planning parameters as described in ‘Urban Design Framework’.

(b) **Integrated Planning** – Interfacing with Infrastructure

NAH project is interfacing with many infrastructural projects in its surrounding, infrastructure projects including the Kai Tak Development – Stage 3 Infrastructure Works, construction of Road L10 and L18, Trunk Road T2 and Slip Road S5. All interfacing issues have been coordinating amongst CEDD, HyD, EMSD, etc., to ensure smooth and seamless integration and implementation of different projects in the vicinity of NAH Sites.

(c) **Accessible Harbour** – Physical Connectivity

Ample unrestricted and convenient visual and physical connections are introduced for pedestrians at grade and pedestrian levels as described in ‘Connectivity with Surrounding Areas’, to enhance connectivity and accessibility between the Kowloon Bay Business Area, main entrances of each blocks of NAH and the waterfront promenade.



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### (d) **Vibrant Harbour** – Spatial Connectivity

Spatial connections are created at grade with coherent design between the waterfront promenade in front of NAH and HKCH as well as adjoining paving and footpath along the site boundary. Furthermore, amenity facilities (e.g. shop, cafeteria, main waiting area and reception, etc.) will be located at suitable frontages to added vibrancy to the pedestrian zone. All the above-mentioned encourage cultural and leisure activities towards the Harbourfront.

### (e) **Proactive Harbour Enhancement** – Visual Connectivity

Façade design of Blocks A to E will be responsive to the nature of Harbourfront. The façade design of Blocks A, B and C at pedestrian level facing Shing Cheong Road will also enhance the streetscape nearby. The boundary demarcation design of northern boundary of Site A will further enhance the streetscape adjoining to the Kowloon Bay Business Area.

To foster a visually cohesive identity and promote the branding of Kai Tak Development and the Kowloon East, the design of some of the above-mentioned exterior components (e.g. boundary screen walls, wayfinding signage, exterior paving patterns, landscape furniture, canopy and rain shelters, etc.) of NAH will make reference to the principles and metaphors established for Kai Tak Public Creatives.

### (f) **Public Enjoyment** - Setback

Blocks D and E are setback from the waterfront promenade to enhance the air ventilation as well as spatial quality so as to create a better environment for public enjoyment. The design of the waterfront promenade will also be coherent with that of HKCH to provide opportunity for variety of activities along the waterfront promenade for public enjoyment of the Harbourfront. The open space created at Blocks D & E as well as the façade design facing the waterfront promenade will further enhance the spatial and visual quality for the public when walking along the waterfront promenade with better appreciation of the journey.

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## (g) **Stakeholder Engagement** – Public consultation

Several District Councils were consulted who gave their support to the project, namely the Kowloon City District Council (KCDC), the Wong Tai Sin District Council (WTSDC), the Yau Tsim Mong District Council (YTMDC) and the Kwun Tong District Council (KTDC). Further consultation to the District Councils will be made before the upcoming Main Works procurement.

## **WAY FORWARD**

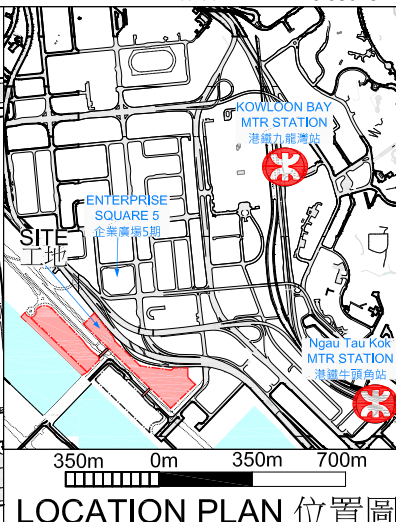
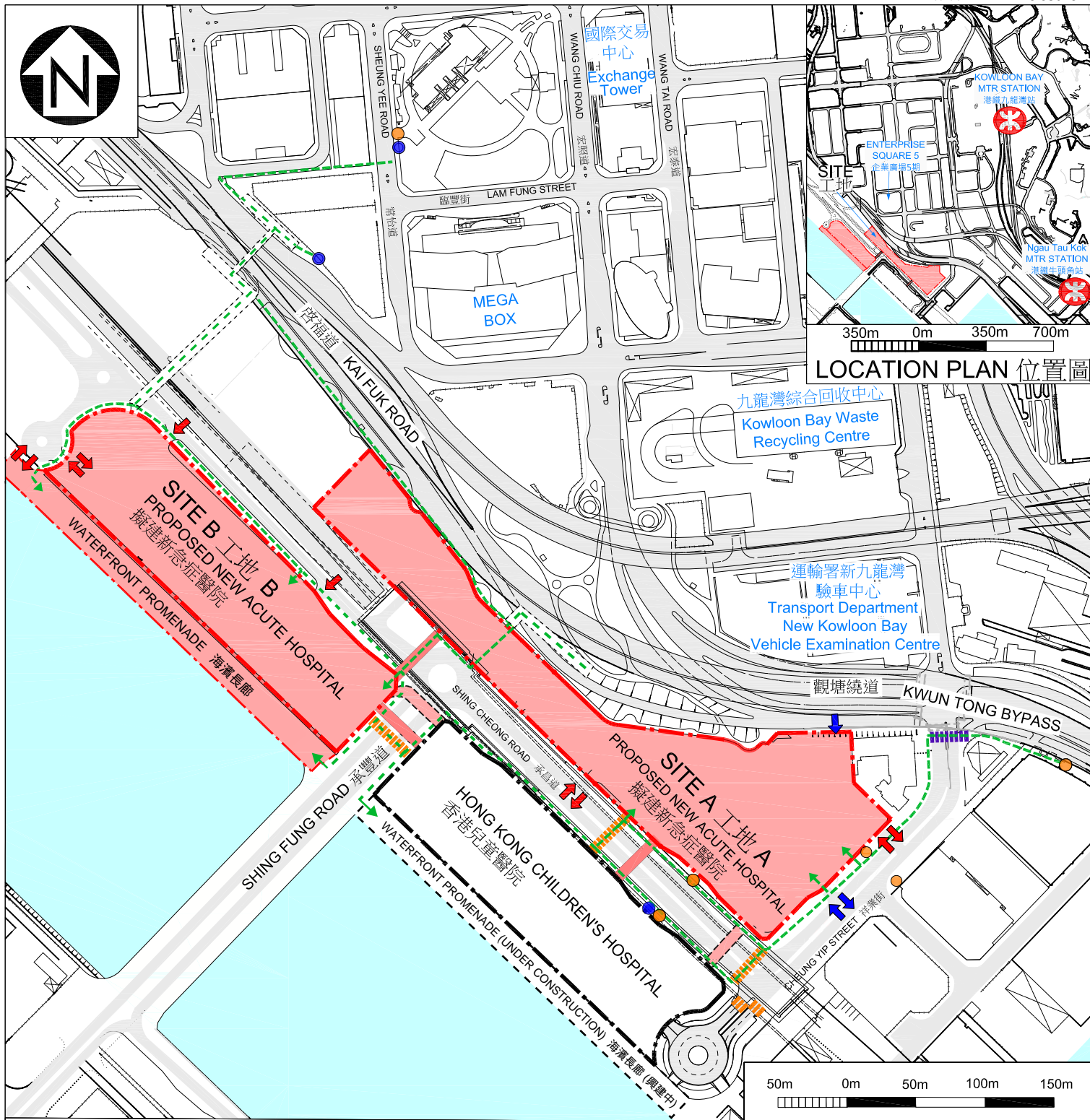
23. According to the project schedule, Hospital Authority / Architectural Services Department will proceed with panel consultation of Legislative Council (LegCo) and seek the funding approval of Public Works Subcommittee / Finance Committee of LegCo in 2021.

## **VIEWS SOUGHT**














24. Members are invited to give comments on the overall design of the project.

<b>Enclosure 1</b>	Site Plan
<b>Enclosure 2</b>	Building Disposition
<b>Enclosure 3</b>	Connectivity Network
<b>Enclosure 4</b>	Waterfront Promenade Masterplan
<b>Enclosure 5</b>	Site B Façade Concept
<b>Enclosure 6</b>	Waterfront Promenade Concept

**Architectural Services Department &  
Hospital Authority  
December 2020**

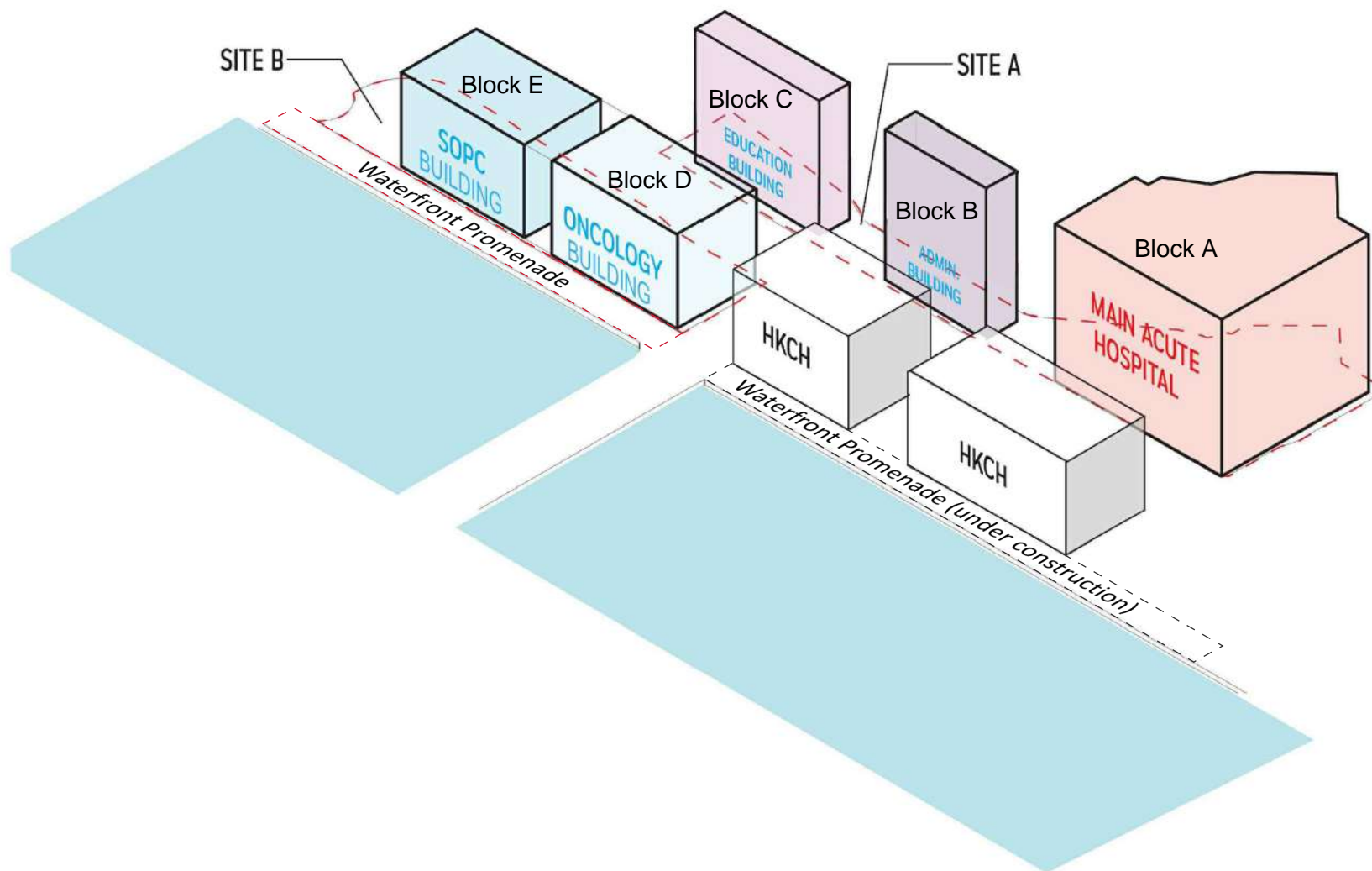


LEGENDS 圖例:

- |  |  |   |  |   |  |
|--|--|---|--|---|--|
|  | SITE BOUNDARY<br>工地範圍                              |  | EXISTING PEDESTRIAN CROSSING<br>現有行人過路處  |  | PROPOSED VEHICULAR INGRESS / EGRESS<br>擬新增車輛出入口  |
|  | HONG KONG CHILDREN'S HOSPITAL BOUNDARY<br>香港兒童醫院範圍 |  | PROPOSED PEDESTRIAN CROSSING<br>擬新增行人過路處 |  | PROPOSED AMBULANCE INGRESS / EGRESS<br>擬新增救護車出入口 |
|  | PROPOSED HOSPITAL LINK BRIDGE<br>擬建醫院連接橋           |  | EXISTING BUS STOP<br>現有巴士站               |  | PEDESTRIAN / BARRIER FREE ROUTE<br>行人/無障礙道路      |
|  | LOCATION FOR UNDERGROUND SERVICES SUBWAY<br>地下隧道位置 |  | EXISTING MINI-BUS STOP<br>現有小巴士站         |  | EXISTING MTR STATION<br>現有港鐵站                    |
|  | PROPOSED PUBLIC LINK BRIDGE (BY OTHERS)<br>擬建公共連接橋 |   |  |   |  |

SITE PLAN  
工地平面圖

3087MM  
NEW ACUTE HOSPITAL AT KAI TAK DEVELOPMENT AREA  
在啓德發展區興建新急症醫院

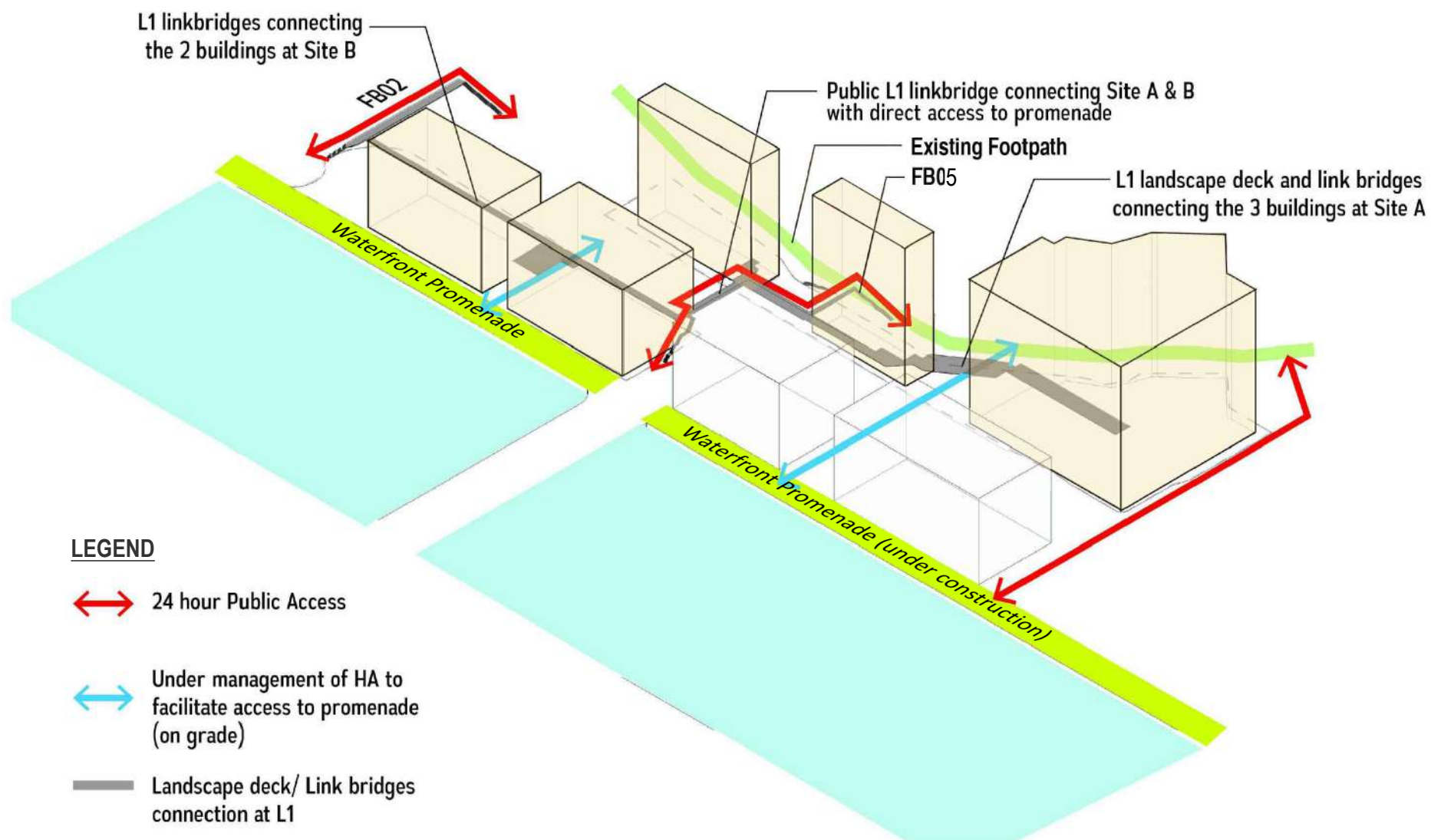


project title 項目名稱 3087MM

在啟德發展區興建新急症醫院  
NEW ACUTE HOSPITAL AT KAI TAK DEVELOPMENT AREA

drawing title 圖則名稱  
BUILDINGS DISPOSITION 建築分佈





project title 項目名稱 3087MM

在啟德發展區興建新急症醫院

NEW ACUTE HOSPITAL AT KAI TAK DEVELOPMENT AREA

drawing title 圖則名稱

CONCEPT DIAGRAM - 設計概念圖 -  
CONNECTIVITY NETWORK 行人連繫網絡





**LEGEND**

- ➔ Pedestrian Entrance
- - Site Boundary
- ① Greenway
- ② Service Block including Toilets and Baby Care Room
- ③ Seating Area
- ④ Main Lawn
- ⑤ Plaza
- ⑥ Fitness Area
- ⑦ Children's Play Area

project title 項目名稱 3087MM

在啟德發展區興建新急症醫院  
NEW ACUTE HOSPITAL AT KAI TAK DEVELOPMENT AREA

drawing title 圖則名稱  
WATERFRONT PROMENADE 海濱長廊  
MASTERPLAN 總平面圖





project title 項目名稱 3087MM

在啟德發展區興建新急症醫院

NEW ACUTE HOSPITAL AT KAI TAK DEVELOPMENT AREA

drawing title 圖則名稱

WATERFRONT PROMENADE  
CONCEPT

海濱長廊  
概念





project title 項目名稱 3087MM

在啟德發展區興建新急症醫院  
NEW ACUTE HOSPITAL AT KAI TAK DEVELOPMENT AREA

drawing title 圖則名稱

WATERFRONT PROMENADE  
CONCEPT

海濱長廊  
概念

